RAILROAD CROSSING REVIEW

Tentative Project No. _____

Crossing Location _____

Railroad Crossing No._____
(posted at crossing or see Planning & Programming Division - Railroad Program Section)

Date _____ Recorded By _____ Phone No. _____

Type of Crossing Surface in Place _____ Condition _____
(plank, full depth timber, asphalt, rubber, concrete)

Number of Tracks _____

Should Surface be Replaced: _____
(cost: timber $500 / lft, rubber $900 / lft, concrete $1,000 / lft)

Will Track Elevation Require Adjustment? _____ How Much? _____

Possible Detour to Accommodate Railroad Surface Work? _____
(New surface will close crossing about 1 week, detour to be NDDOT responsibility)

Note the following dimensions from to the attached figures:

1. Crossing Angle _____

2. Width of Roadway (present) _____ (proposed) _____

3. Width of Shoulders (present) _____ (proposed) _____

4. Length of Crossing Surface (present) _____ (proposed) _____
(measured along track centerline)

5. Location of Signal Foundations _____
(measured center roadway to center of signal base and center track to center of signal base)

6. Location of Controller Cabinet (Bungalow) _____
(measured to closest edges from track and edge of roadway)

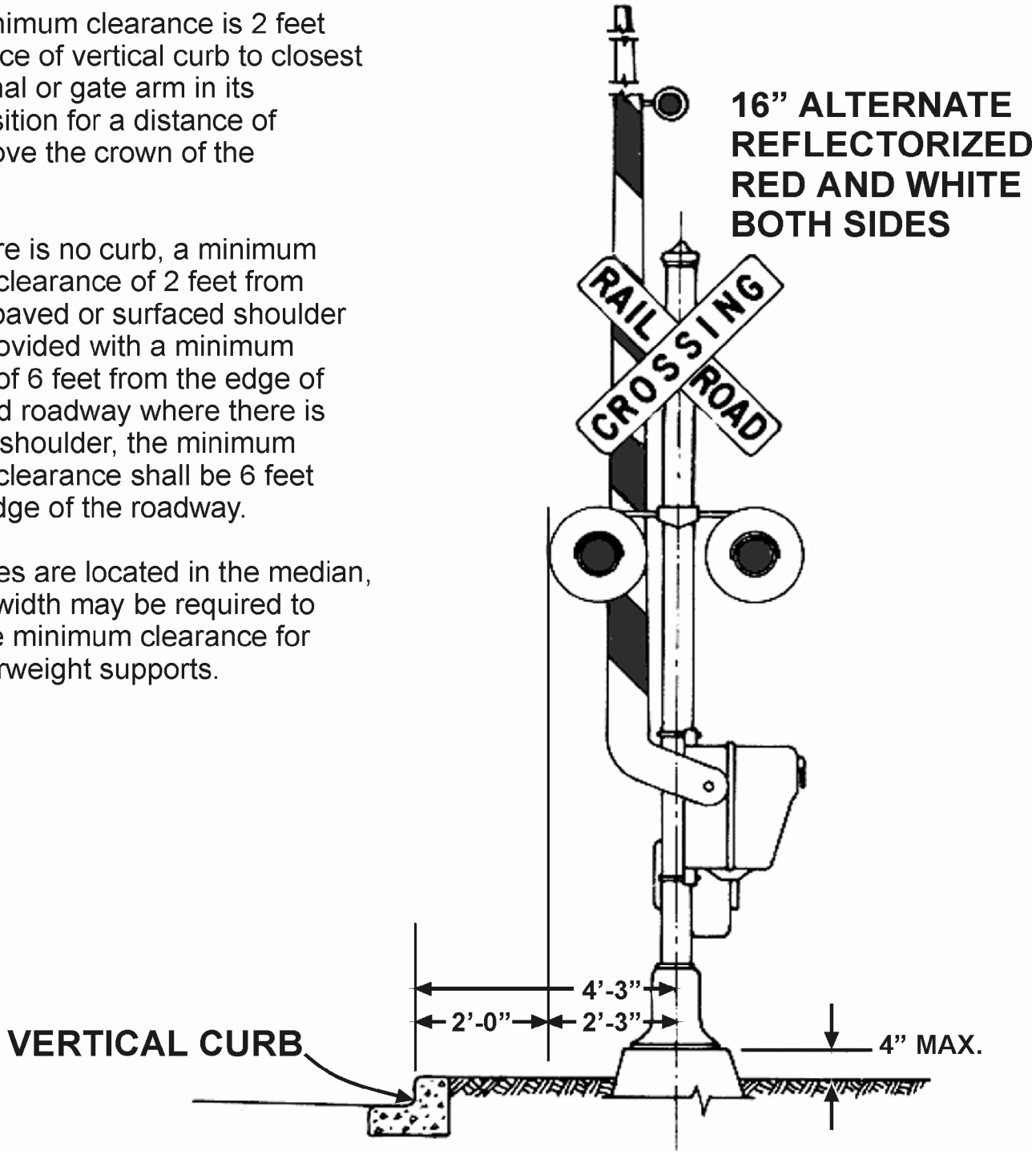
Other Comments: _____
_____

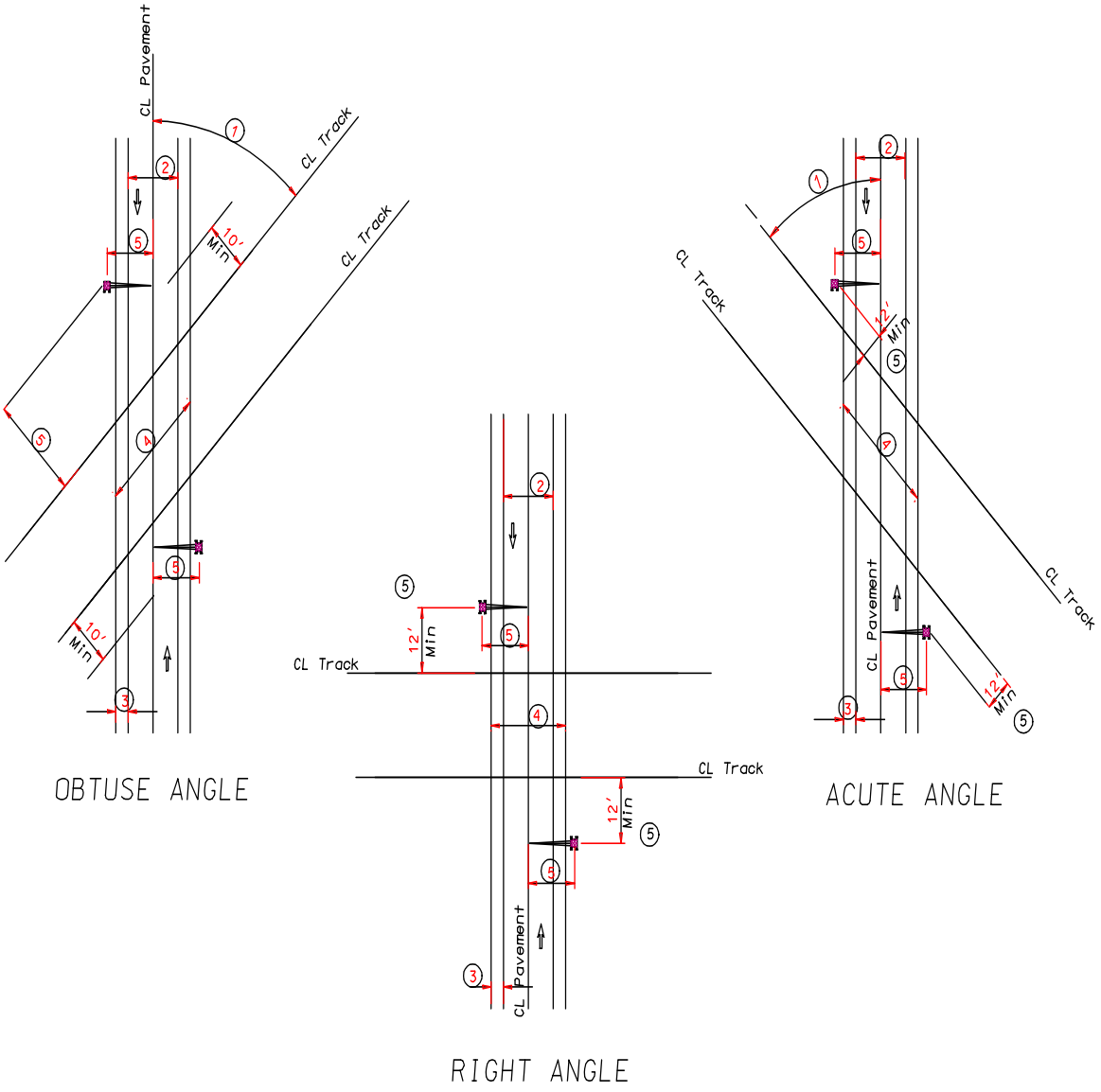
c: Planning and Programming Division – Railroad Programs Section

Typical minimum clearance is 2 feet from the face of vertical curb to closest part of signal or gate arm in its upright position for a distance of 17 feet above the crown of the roadway.

Where there is no curb, a minimum horizontal clearance of 2 feet from edge of a paved or surfaced shoulder shall be provided with a minimum clearance of 6 feet from the edge of the traveled roadway where there is no curb or shoulder, the minimum horizontal clearance shall be 6 feet from the edge of the roadway.

Where gates are located in the median, additional width may be required to provide the minimum clearance for the counterweight supports.




CL Pavement
CL Track
CL Track
10' Min
10' Min
OBTUSE ANGLE
CL Track
12' Min
CL Track
12' Min
CL Pavement
RIGHT ANGLE
CL Track
CL Track
12' Min
CL Pavement
12' Min
ACUTE ANGLE